Part Three

Vision and Themes



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V i s i o n

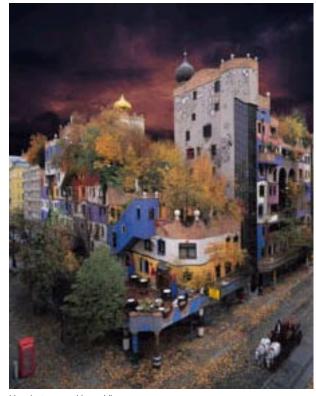
The Steering Committee of the Corcoran Neighborhood Organization was charged with overseeing the development of the Master Plan. Their work included active and consistent review and direction of their consultant's work, making possible an aggressive planning schedule.

The planning approach placed a high priority on interaction with neighborhood stakeholders, allowing those who chose to participate the opportunity to shape concepts for development and to evaluate proposed directions throughout the planning process. Workshops were conducted during the study, allowing the neighborhood to evaluate plan directions as the plan evolved, and to provide additional input into the planning effort to make certain that the plan was a strong reflection of neighborhood desires. As input was provided to the committee, adjustments to the plan were considered and incorporated. Similarly, several "key players," as identified by CNO and the Steering Committee, were interviewed with the goal of more broadly gaining qualitative information about the project area and the neighborhood. And input from several previous community planning efforts was incorporated as well.

The Corcoran "Midtown Revival" master plan is rooted in the belief that Lake Street should be a pedestrian friendly, mixed use, transit-oriented, vibrant community. In other words, it is the Corcoran Neighborhood's "Downtown" or "Mainstreet." The master plan explores a design manifesto that seeks to establish an environment which is oriented towards pedestrian movements, supportive of transit use, sustainable, inviting and safe, active and lively and unique to the Corcoran neighborhood. While it may take years for some aspects of the master plan to be implemented, the vision is entirely appropriate for the Corcoran neighborhood.

Themes

The vision is based on a series of themes, each containing elements that contribute to the revival of "Midtown" and the Corcoran Neighborhood. These themes and their elements include:



Hundertwasser Haus, Vienna



Pedestrian Orientation

- Solutions to parking issues—orchard parking, structured parking, underground parking, shared parking, "critical areas" parking.
- Efficient and safe traffic patterns—traffic calming, grid pattern of streets
- Public spaces—courtyards, pocket parks, community gardens
- Traffic calming—variation in street widths, bump outs, signage, on street parking
- Pedestrian corridors—highly pedestrian oriented streets (wide sidewalks, street trees, street furniture, on-street parking or narrow traffic lanes)
- Bike lanes —designated bike lanes
- Crosswalks—clear identification of crosswalks through signage, pavement patterns, street width variations

Transit-oriented Development

- Pedestrian friendly (see above)
- Mixed-use—creation of places to live, work and play (the principal idea is that the neighborhood is a destination and origin for transit riders)
- Higher density development—more efficient use of the land has many purposes including strengthening the market for service and retail oriented commercial uses and supporting transit ridership

Sustainability

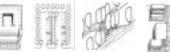
- Reuse, revitalization—designing buildings so that they can be reused, or revitalized to continue functioning into the indefinite future
- Mixed-use and complementary uses—reliance on a diversity of uses to fulfill essential needs in an equitable manner both socially and economically
- Sustainable development—delivering communities, neighborhoods and buildings with lower environmental impacts while enhancing health, productivity, community and quality of life (adapted from AIA Handbook)

Inviting and safe

- Crime Prevention Through Environmental Design—design of spaces and places to deter crime
- Mixed-use development—eyes on the street at all times lessens the potential for illegitimate behavior



Pedestrian orientation can be supported by sheltering pedestrians from the elements, landscaping, traffic calming, managing parking, quality public gathering spaces and managing traffic flow. Pedestrian orientation is a key component of transit-oriented development.



















Transit-oriented development (TOD) and sustainability work hand in hand. TOD includes mixing uses in a compact or high density manner in order to maximize opportunity presented by mass transit and to strengthen the long term viability of mass transit with increased ridership potential. Key to successful TOD development and high density development is a design pattern that fosters legitimate activity and deters crime.











Development Models Appropriate to Corcoran

- Buildings that are supportive of neighborhood needs
- Housing that transitions from existing residential neighborhood character to higher density development
- Unique uses that fit neighborhood resources

Neighborhood Arts Center

- A neighborhood space for small theatre performances, dance studios, arts/ crafts classrooms, gallery or exhibit halls and support services including administration
- Profit is not the primary objective of the neighborhood arts center. Instead it
 is to provide a resource and activity for the neighborhood, sharing space and
 services with other nonprofit groups and institutions such as South High and
 YWCA



Development Models appropriate to the neighborhood is a key theme that will help transform the area into a more transit-oriented development pattern. This theme includes integrating new development into existing neighborhoods as well as attracting uses that compliment existing uses within the neighborhood.





A neighborhood art center is a theme that contributes to the social and cultural vibrance of the Corcoran Neighborhood. It may serve as a unique feature of south Minneapolis and not an isolated neighborhood resource. The theme includes a space that may serve many features and a program to foster local creativity and talent.